



City of Alexandria

Transportation Commission

Regular Meeting

January 21, 2015

7:00 p.m.

Council Workroom

MINUTES

Commissioners Present: Councilman Tim Lovain, Scott Anderson, Jerry King, Stephen Klejst, Nathan Macek, and Maria Wasowski

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Steve Sindiong – T&ES, Carrie Sanders – T&ES, Yon Lambert – T&ES, Susan Eddy – P&Z, Chris Bever - OMB

Chair Nathan Macek called the Transportation Commission meeting to order at 7:05 pm.

1. December 17, 2014 Meeting Minutes

Chair Nathan Macek called the meeting to order and if there were any edits to the December 2014 minutes. There being no edits, Commissioner King made a motion to approve the minutes which was seconded by Commissioner Klejst, voted on and unanimously approved.

2. Updates To Receive (Consent Items)

The Commission received updates on funding of various ongoing projects, the Potomac Yard Metrorail Station, the Metroway, Pedestrian and Bicycle Master Plan and the Eisenhower West Transportation Study. Chair Macek asked if there were any questions or discussions on any items on the consent calendar. There being none, the Consent Items updates were accepted by the Commission.

3. Route 7 Alternatives Analysis Phase 2

T&ES staff Sandra Marks introduced Claire Randall of the Northern Virginia Transportation Commission (NVTC). Ms. Randall introduced consultants Mike Flood and Chris Gay of Parsons Brinckerhoff (PB), and Kate Mattice of NVTC. Ms. Randall reported that Phase 2 of the Route 7 study had begun. The project is a multi-agency effort. She indicated there is a technical advisory committee that includes representatives from all the NVTC jurisdictions, Department of Rail and Public Transportation (DRPT), Virginia Department of Transportation (VDOT), Washington Metropolitan Area Transportation Authority (WMATA) and the Federal Transportation Authority (FTA). Ms. Randall specified that Phase 2 will involve more public outreach than Phase 1 had. In Phase 2, the expectation is to answer what the boundaries are for the project, the appropriate mode, the appropriate alignment, and funding options. Mr. Flood

gave an update on Phase I that included a number of surveys that engaged the public. The findings showed that there is support for rapid transit. Citizens want better access to major hubs like Tysons Corner and Washington, DC. They also have a need for on and off peak transit travel to adjacent jurisdictions. The surveys also revealed concern about traffic congestion in the corridor. He indicated a portion of the original study was about whether aligning the corridor to East Falls Church and/or the City of Alexandria. The mode options are light rail transit (LRT), bus rapid transit (BRT) and transportation system management (TSM). Street cars and heavy rail was dismissed. The alternatives are a no build, transit TSM, a BRT from Tysons Corner to King Street Metrorail Station via East Falls Church Metrorail Station, BRT from Tysons Corner to the Van Dorn Metrorail Station via East Falls Church Metrorail Station, LRT from Tysons Corner to the Van Dorn Metrorail Station via East Falls Church Metrorail Station or BRT from Tysons Corner to the Van Dorn Street Metrorail Station. Mr. Flood indicated there will be a robust outreach effort to the City of Falls Church, Alexandria, and Arlington as well as to elected officials, appointed Board, Committee and Commission members, agency's senior staff, and public and community stakeholders. Key deliverables will include ridership forecasts for each alignment, cost estimates, alternative evaluations, a project implementation plan and a draft report.

4. Commission Updates

Chair Macek asked Commissioners if there were items of interest to report from the respective groups they represent as members of the Transportation Commission. Councilman Lovain reported that at the Metropolitan Washington Council of Governments Transportation Planning Board (TPB) January 21 meeting, VDOT briefed the Board on proposed comprehensive improvements for I-66. VDOT proposes to add two new projects on I-66. The first project inside the Capital Beltway would convert I-66 to a managed Express Lanes facility, with dynamic, congestion based tolling in both directions during the morning and evening peak periods by 2040. The second project would reconfigure I-66 outside the Beltway between I-495 and US Route 15 to have three general-purpose lanes and two managed express lanes in each direction and to be completed by 2040. The TPB also approved funding for nine endorsed grant recommendations under the Enhanced Mobility of Seniors and Individuals with Disabilities program of FTA and an amendment to the TIP to include those projects. They also adopted Resolution R12-2015 to approve the 2014 Bicycle and Pedestrian Plan for the National Capital Region.

Chair Macek reported a work session on parking standards for new development was held by the Planning Commission on January 6, 2015. The Commission was generally receptive to the concept. He indicated that Council will hold a work session on January 27, 2015. The Parking Standards for New Development Projects Task Force will hold their 5th meeting on February 12, 2015. Mr. Macek also stated that he has reviewed the Interdepartmental Work Program, and urged staff that projects need to stay on schedule so that other future projects can move forward.

Kevin Posey, the Transportation Commission's representative on the Pedestrian and Bicycle Master Plan Advisory Committee, gave an update. He stated the next meeting of the Ad Hoc Committee is Feb 4 at 7pm. He felt the most productive event of the group was a walking tour of the neighborhood surrounding TC Williams High School. During the walk, staff and the consultant pointed out issues such as faded crosswalks, high speed turn radii, wide highways and poorly placed curb ramps for the disabled. He added that meetings have not been productive for reasons such as too much time being spent on educating the community on Complete Streets

design tools and methodologies, prolonging agenda items and leaving no time for discussion among the Ad Hoc Committee members.

5. WMATA Operations Planning Process

This item is being deferred to a future date.

6. FY 2016-2025 CIP Update

T&ES staff Sandra Marks introduced Chris Bever, of the City's Office of Management and Budget (OMB). Mr. Bever gave an overview of the budget process. The process began in November 2014, when OMB received guidance from the City Manager and City Council. Towards the end of December 2014, City departments, with guidance from the City Manager, submitted their budgets. Starting in early January 2015, OMB began studying the numbers. Lower revenues and a requested \$4 million increase in WMATA contributions are examples of what causes budgetary tradeoffs. Tradeoffs will be worked on throughout February until the City Manager finalizes the draft budget. This year, more civic engagement will be taking place to give citizens an opportunity to provide feedback on their priorities on the budget before the City Manager proposes the Operating and Capital budget on March 3, 2015. The civic engagement meeting that will cover transportation issues will be held on February 5, 2015. A public presentation on the budget by staff and the City Manager will take place on March 16, 2015. The City Council public hearing on the budget is scheduled for March 23, 2015. Work sessions will follow until the Operating and Capital budget is adopted on May 7, 2015. Staff will provide a detailed CIP budget proposal at the Transportation Commission's February 18, 2015 Public Hearing, and will hold another Transportation Commission public hearing on April 15, 2015. Chair Macek stated that he is interested in knowing how the capital budget changes may impact the operating budget, especially transportation services. The Commission also requested that staff send the draft budget to the Commission as soon as it is released, prior to the April 15 public hearing.

7. Other Business

T&ES staff Steve Sindiong gave an overview of the Commission's 2015 work program. The work program will be placed on the Commission webpage. Mr. Sindiong also reported that the Alexandria Transit Company (ATC) Board position is still open for a Transportation Commission representative. Chair Macek inquired if any Commissioner was willing to serve as the Commission's representative on the ATC Board. Commissioner Anderson volunteered to be the Commission's representative. Vice Chair King discussed the enforcement of High Occupancy Vehicle (HOV) lanes on Washington Street and Route 1, and if there is a way to have grant money used toward enforcement. The Commission recommended that the letter sent to Council on Commission guidance for the FY 2016-25 budget also be sent to the Police Department, to make sure they are aware of the Commission's guidance on the need for enforcement of the HOV lanes.

Vice Chair King made a motion to adjourn the meeting, and the motion was seconded by Commissioner Wasowski. There being no objection, the meeting was adjourned at 8:50 p.m.